GEOGRAPHIC SCHOOL BULLETINS

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Luis Marquez

MONTEZUMA'S MEXICANS KEEP THEIR MOUNTAIN STRONGHOLD IN MICHOACÁN

Four centuries ago and more the Tarascan Indians of Lake Pátzcuaro, in Mexico's State of Michoacán, sent regular tribute of choice cooked fish by swift runner to the halls of Montezuma, 135 miles to the east. When Spaniards overcame their Indian emperor, Tarascans took to the mountains, defying the Europeans for generations. They are supposed to have mastered the technique of tempering copper. Their descendants now are farmers in Michoacán or fishermen on Lake Pátzcuaro (above), moving their weathered dugout canoes with lollipop-shaped paddles and dipping up fish with butterfly-shaped nets. The lake is one of the nearer beauty spots often visited by Good Neighbor travelers in Latin America (Bulletin No. 2).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Sumatra Shares War Danger

THE fall of Singapore moved the war next door into Sumatra. This important island member of the Netherlands Indies archipelago family lies across the vital Strait of Malacca from Singapore, less than 65 miles away. The long island, moreover, roughly parallels the west coast of the Japanese-occupied Malay Peninsula, extending northward toward Penang.

Sumatra was one of the first Netherlands Indies spots to be attacked by Japan. From bases in Malaya, possibly Penang, Japanese planes struck at the airport of Medan, Sumatra's chief northern city, in December, 1941.

Little Protection Against Invasion Except Disease

Sumatra is the second largest and second richest of the Netherlands Indies. Roughly 1,000 miles long and some 250 miles across, the island is as large as the aggregate area of the nine northeastern States of the U. S. Its tropical area produces valued stores of rubber, oil, and tin. Coal, a scarce commodity in the southwest Pacific, is shipped in quantities from the west coast port of Emmahaven.

Lake Toba, one of the island's inland features, is twice as large as Europe's famous Lake Geneva. Sumatra has little natural protection against invasion from the east. Its mountains are in the north and along the western coast. From a point south of Medan, the eastern shores stretch in broad, seemingly endless beaches to the tip of the island, off which lies Java, the most populous and important of the Netherlands group.

Hot and moist, Sumatra sits astride the Equator. Its eastern lowlands are plagued by an often fatal form of malaria that strikes at both Europeans and natives. Other tropical diseases are prevalent, and ships stopping there in normal times have been warned to take special precautions to guard the health and lives of crews.

Palembang Is Largest City

Most of the important settlements of Sumatra are situated on the western side of the island, including the seat of the Netherlands West Coast government at Padang, a city of about 50,000 inhabitants lying halfway along the coast. The only city of more than a hundred thousand people is inland Palembang, an oil center where the oil wells were destroyed before the Japanese captured them.

Sumatra's population is estimated at between eight and nine million persons, of whom only 20,000 are Europeans and Eurasians. The rest represent a racial variety remarkable even for this crossroads region of the East. The assortment includes Malays, Hindus, Arabs, Chinese, and untamed inland tribes. Some of these savage tribes of Sumatra's interior, organized in federated villages under their own native rulers, regard themselves as independent of any foreign domination.

Oil and Rubber Wealth

For peace or war, the natural resources of Sumatra are valuable to the nation which controls them. The island is one of the world's important rubber producers and exports large quantities of petroleum annually. Sumatra was the starting point of the Indies oil industry. Its coffee and tea, pepper, fibers, and quinine play a significant role in world markets. Fine wrapper-leaf tobacco from Sumatra

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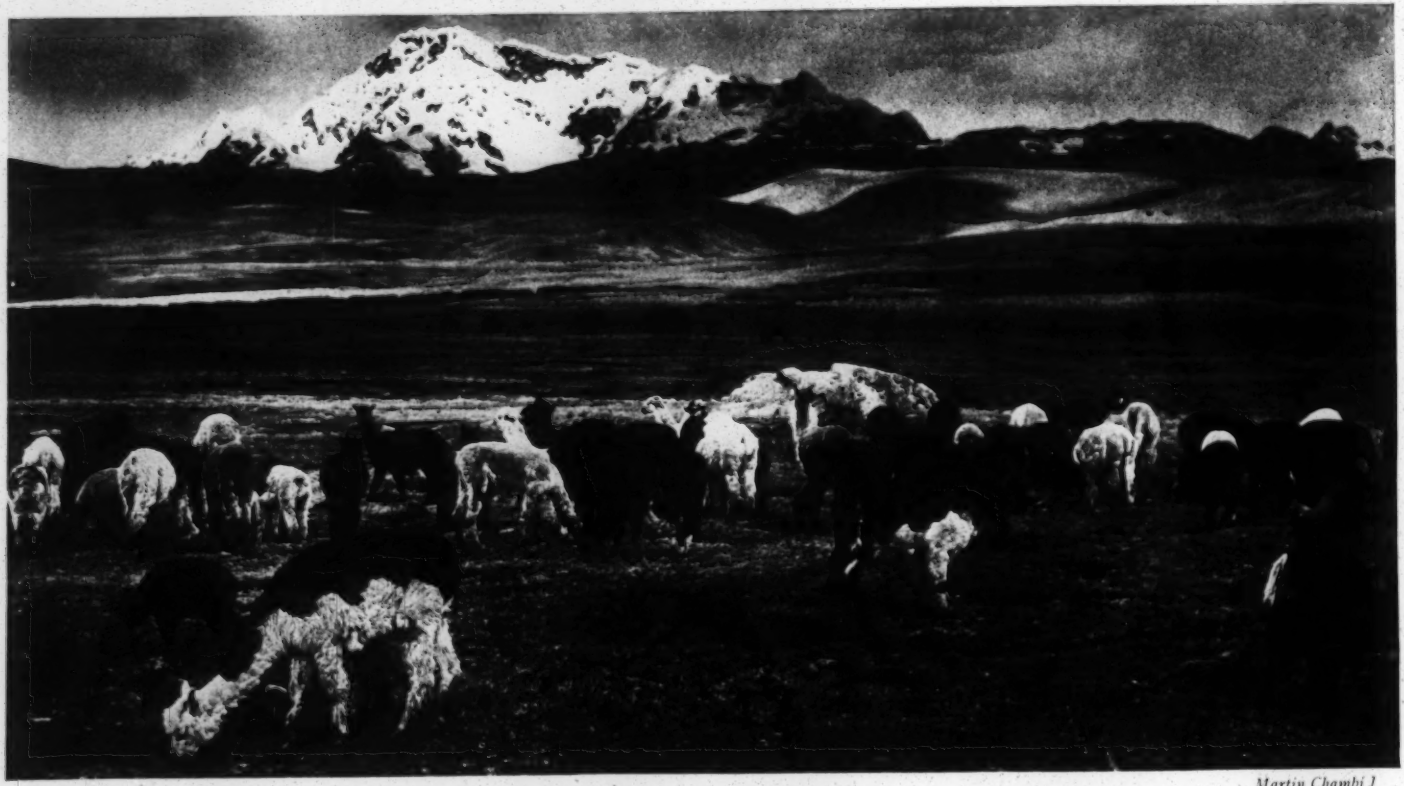

Martin Chambi J

LLAMAS AND ALPACAS ONCE CARRIED PRACTICALLY THE ENTIRE INCA CIVILIZATION ON THEIR BACKS

Beyond Lauramarca, Peru, the snowy peak of Ausangate rises 19,193 feet above sea level, a symbol of the high chill altitudes at which the Incas of old made their homes, just like the mountain Peruvians of today. Without the sheep for wool or the horse for transportation, early Peruvians had to depend for carrying and clothing on the llama and its woollier cousin the alpaca. These obliging animals also supplied meat. The Peruvian shepherdess (right), bundled up in numerous petticoats for warmth in the cold high valley, is barefooted. Wool is now one of Peru's exports (Bulletin No. 2).

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Limelight on Latin America

WHAT is Latin America? In view of the far-reaching results of the recent conference of American foreign ministers at Rio de Janeiro, this frequent question reflects a new and special interest in the vast lands "south of the border" from Mexico to Cape Horn.

Latin America curves over 6,000 miles of the globe, from the Mexican border southeast to the windy fjords of Tierra del Fuego. In that huge span of territory —more than two and a half times the size of the United States—live about 129,000,000 people, two and a half million fewer than inhabit U. S. territory.

Rhythms of Church Bells and Donkey Hoofs

Somewhere in Latin America a watchful Indian peon, bright serape thrown about his shoulders, impassive face shaded by a wide straw hat, leans against an ancient wall of huge stone blocks. He looks up a narrow cobbled street, flanked by adobe houses and crowded with burdened burros and with fruit- and pottery-venders, to a distant snow-capped volcanic cone. The peak forms a backdrop to a time-mellowed, ornately beautiful Spanish cathedral.

Somewhere else in Latin America, the balcony of a splendid baroque mansion overlooks a moonlit harbor, ringed with the glare of city lights and fenced with fantastic mountains. On the balcony, well-groomed men in dinner jackets lead elegant Latin ladies in the sophisticated rhythms of a tango.

These two fanciful scenes, many times multiplied, typify the familiar extremes of Latin America's way of life. What is the background of that way of life?

Nineteen of the 20 Latin American nations lie wholly or in part between the Tropics of Cancer and Capricorn. Uruguay alone stands fully south of the tropics. Ecuador, bisected by the Equator, is named for that hypothetical line.

Brazil Bigger than United States

Latin America has the world's greatest river in the Amazon; the Western Hemisphere's highest mountain in Mt. Aconcagua in the Andes of Argentina; the southernmost continental mainland in the world (apart from Antarctica). Brazil alone has an area greater than that of the continental United States. Long, lean Chile, 2,600 miles from north to south, averages less than 150 miles in width.

Spanish is the official language of all the nations save Brazil, which is Portuguese-speaking, and the all-black Republic of Haiti, which uses French. Latin America has two of the New World's biggest and finest cities: Buenos Aires (2,500,000) and Rio de Janeiro (approaching 2,000,000). Yet Australia has more automobiles than all these lands together.

Ads throughout Latin America boost familiar U. S. products—forceful evidence of U. S. trade influence in those much-wooed 20 republics. To Latin America the United States ships autos, industrial machinery, chemicals, textiles, electrical equipment, farm machinery, aircraft, refined oils. In Havana, Cuba, U. S.-style "five-and-ten" stores are known as "el tencén."

Startling scenery is the Latin American setting for a paradox of human geography. The Andes, a 4,000-mile-long natural "West Wall" along South America's Pacific coast, lift seven per cent of the continent above 10,000 feet, almost two miles high. Mountain economy; making trade between steep-walled

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normally fills more than four-fifths of the United States demand for this product. The island also mines coal, gold, and silver, as well as some lead and considerable tin.

On the other hand, the native agriculture is insufficient to feed its own population. Food and other necessary articles, including textiles, drugs, and various manufactured goods, must be imported.

In 1940, after the German conquest of the mother country, Sumatra joined with other possessions of the Netherlands Indies in a drive toward self-sufficiency. New factories for the production of high-octane gas and aluminum materials were reported put into operation, as well as chemical and paper plants.

Note: For further information on Sumatra, see the following articles in the *National Geographic Magazine*, "Around the World for Animals," June, 1938; "Among the Hill Tribes of Sumatra," February, 1930; and "By Motor Through the East Coast and Batak Highlands of Sumatra," January, 1920.

See also the following GEOGRAPHIC SCHOOL BULLETINS: "Threatened Indies Oil Ranks Fifth in World Markets," February 2, 1942; and "Netherlands Indies Question Haunts Homeland and Japan," April 1, 1940.

Sumatra is shown on the National Geographic Society's new Map of the Theater of War in the Pacific Ocean, which may be obtained from the headquarters of the Society in Washington, D. C.

Bulletin No. 1, March 2, 1942.

Maynard Owen Williams

HIGH, POINTED, OVERHANGING EAVES KEEP SUMATRA'S JUNGLE HOMES DRY

The houses of a kampong, or jungle village, in Sumatra's mountainous center, are kept dry, shady, and airy by the high roof of thatch laid over bamboo poles. The timbers are carved and painted in elaborate patterns. Stilts keep the houses off the ground and allow room for livestock and dogs. The hill people, most of them Christians, are called Bataks, "the pig eaters," a name given them by Moslem non-pork-eating neighbors. This village was visited by Dr. and Mrs. William A. Mann (right) for the National Geographic Society-Smithsonian Institution East Indies Expedition, which collected nearly 900 snakes, birds, and beasts for the Washington Zoo.

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Marshall Islands, Where U. S. Blasted Japanese Territory

REMEMBERING Pearl Harbor, United States naval and air forces launched a surprise attack against the Marshall Islands, the easternmost section of Japan's Pacific empire. Jaluit, the chief island of the group, lies 950 miles due south of Wake Island, 2,400 miles southwest of Hawaii. From Japan, however, the islands are 2,790 miles distant.

The Marshall Islands, now mandated to Japan, have been a prize of trade and war in the Pacific for more than half a century. In German hands at the opening of the first World War, one of the islands (the Majuro atoll) was selected as the headquarters for German stores of military supplies and also as a repair station for warships. Within a few months of the war's outbreak, however, Japanese forces had seized the Marshalls, along with the Carolines and Marianas. Great Britain, France, and Russia recognized Japan's claim to the islands before the war was over, but the Versailles Treaty provided that the newly annexed bits of land should be governed by Japan as a mandate under the supervision of the League of Nations. The United States, not being a League member, approved the mandate separately. Japan was forbidden to fortify the islands.

Spanish Discoverers "Lost" Them, British Found Them

The Marshalls were mentioned frequently after December 7 as possible land bases from which came the attack on Pearl Harbor.

The Marshall group consists of two rows of islands and a few extras, lined up halfway between Hawaii and Australia. The eastern row, or Radak Chain, numbers 13, the Ralik, to the west, including 11. The total number of islands is generally given as 32, but each "island" is really a coral atoll composed of several reefs and isles. The final score of separate islets in the group has been set above 1,500. Together, however, they aggregate only about 93 square miles of dry land. The largest, Jaluit, has three square miles of dry land area.

From Ebon in the south to Bikini and Taongi in the north, the islands are distinguished for such musical names as Mili and Ailinglapalap.

The group bears the name of an English sea captain who sailed from Australia on his way to China for a cargo of tea in 1788. His vessel sighted members of the Radak Chain, and within 40 years all the Marshall group had been charted. The islands had first been discovered by Spaniards voyaging between the Philippines and Mexico in 1566, but had been "lost" meanwhile.

Scene of 19th Century Trade War over Copra

The inhabitants are Kanakas, related to the Chamorros of the more western Pacific isles but less affected than the latter by years of contact with the world.

Of characteristic atoll structure (that is, coral reefs surrounding a central lagoon), many of the Marshall Islands offer excellent anchorage, deep and sheltered, from which Japanese air, sea, and undersea craft may be operated. The Jaluit lagoon, surrounded by a mere shoestring of land, has been reported a Japanese naval base as well as the government headquarters of the group. From 30 to 40 miles long and 12 miles across, it is especially serviceable, accessible through several channels which are broad enough to permit passage of big ships.

Although considered more valuable for their position than for their products (chiefly copra), the Marshall Islands have been the storm center of international

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valleys costly and arduous, influences the lives of 60,000,000 people between the Rio Grande and central Chile, and is one reason for conditions which outsiders dismiss as "backward." Despite steady growth of industries in many regions, the countries' wealth still comes chiefly from soil and mine. Farming (including stock raising) employs all except a tiny fraction of the people.

Cuba exports more cane sugar than any other country on earth. Haiti and the Dominican Republic also are sugar-growing lands. Venezuela, foremost petroleum exporter of the world, ranks after the United States and Russia in total oil production. Brazil provides two-thirds of the world's coffee, and ranks, in world production, second in cacao, third in corn and goatskins, fifth in cotton. She supplies the U. S. with essential manganese ore and rubber. She has tobacco, diamonds, sugar, fruits, and 100,000,000 head of livestock.

Argentina Tops World in Agricultural Exports

Argentina, richest state in Latin America, is the world's greatest exporter of agricultural products. Argentina provides three-fourths of the world's foreign-sold meat, two-thirds of the world's linseed, and ranks first among all nations in corn exports and second in wheat and wool. Of Latin America's 80,000 miles of railroad, she has 25,000.

Uruguay is one vast pasture, while Paraguay ships out cotton, tobacco, yerba maté (South America's tea). Paraguay is one of South America's two seaportless Switzerlands; the other is Bolivia, whose sizable tin exports (16 per cent of the world's production) must be stingily doled out now that Malayan and Netherlands Indies tin is cut off.

Chile ranks second (after the U. S.) in world copper production. Peru, land of the ancient Incas (illustration, inside cover), gains most of its wealth from exports of copper, vanadium, oil, and other minerals, and of sugar, wool, and cotton. Ecuador ships cacao, coffee, petroleum, and the best "Panama" hats.

Colombia exports coffee, sugar, and minerals down shallow muddy rivers. She depends more on air service than other lands.

Land of Aztec and Maya Links North and South

Northward to Mexico are lined up the six Central American republics—scenic, color-rich, bizarre, and productive. Their exports feature the tasty trio of bananas, sugar, and choice highland coffee. Land of Aztec and Maya monuments, of mines and maguey, Mexico has the tourist-popular Laredo-Mexico City stretch of the projected Pan-American Highway, which is planned to link Alaska and Argentina. Normally leading the world in silver production, Mexico also takes more gold from her hills than any other Latin American nation.

In terms of immediate naval and military strategy, the United States has an incalculable stake in Latin America. The Caribbean region includes U. S. and British islands where the United States has bases built and building. The Panama Canal slices across Central America, but effective defense of the Canal hinges also on cooperation at least from the northwestern countries of South America—Colombia, Ecuador, and Venezuela.

As the eastward-reaching country which narrows to 1,600 miles the Atlantic "moat" between the Americas and Africa, Brazil holds the key position in the defense of South America. The U. S. is improving Brazil's coastal airports in joint hemisphere protection.

Spain, Italy, and Portugal have provided the bulk of European immigration to Latin America. But in Brazil there are about a half-million German-Brazilians of the first and second generations, and about 250,000 in Argentina.

Buenos Aires, founded in 1536, Quito in 1534, and Lima in 1535, can regard as infants Boston (1630), New York (1623), and Chicago (1833).

Note: All the South American republics are shown on the National Geographic Society's Map of South America, which has insets showing Airways and Relief, Chief Natural Resources, and Precipitation and Temperature. Mexico, the Central American, and Caribbean countries may be located on the Map of Mexico, Central America, and the West Indies. A price list of maps may be obtained from the Society's headquarters in Washington, D. C.

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Building Materials Join the War Effort

AMERICA'S home guard is recruiting some ranks of silent, sturdy "wooden soldiers"—the houses that are rising to shelter the men behind the guns. Homes are being built to accommodate the workers and their families who have been called by the thousands into industrial areas.

The shipyards, the aircraft factories, and steel mills in the Middle Atlantic States have created the greatest demand for war-workers' homes, but defense industries bringing droves of men into new communities have necessitated war-housing projects already in 42 of the 48 States.

What are the materials enlisting in the Building Brigade that carpenters and bricklayers are shaping up for the home front? Wood supplies the rank and file of home construction, in quantities that could keep Paul Bunyan busy. Ordinarily, almost a third of all U. S. lumber serves this purpose. The predominance of wood building is indicated by a count that showed more than half the dwelling units in the United States to be of frame construction, while of the new ones going up in sample cities, 85 per cent were of wood. In New England particularly, lumber leads brick and stone 9 to 1, with the nation's highest percentage of wood houses. In Florida and California, on the other hand, where stucco is popular, wood is the building material of only 40 per cent and 10 per cent of the houses respectively.

Most of Wood Is Hidden

Much of the lumber for home building comes from near-by woods and sawmills, but the great reservoir for timber supplies is the tall-tree forests of the Pacific Northwest (illustration, next page). Washington, Oregon, and California are the most productive States, with a second lumber zone in the Southeast around the Gulf of Mexico, reaching north into North Carolina.

The outer "skin" of wooden siding (exterior surfacing) on an average frame house represents roughly a tenth of the wood entering into the construction. The hidden internal skeleton, from rooftree to basement joists, requires most of the timber—floors and stairways, diagonal sheathing and laths, closets and door frames. It serves in such unsung places as the collar beam and purlin, studding and hip rafters. Even a house of brick calls for quantities of wood. A modest four-room bungalow of brick veneer (outer layer of brick protecting the wooden structure), with a small basement and a gabled facade, requires more than 13,000 board feet of lumber, an additional 1,000 feet or so of picture moulding and baseboard, wooden shingles, and a number of wooden doors, frames, and window sashes.

For the brick that enters into most chimneys and foundations, and may also act as surface veneer or complete masonry shell for a house, the defense housing effort is calling on an industry older than the Pharaohs. Brick-making in the United States produced 48 million dollars' worth of building material in 1940—

This BULLETIN supplies pertinent information for use in developing Unit I (III, C. Construction of defense housing), or Unit IV (II, B, 2. Restricted use of materials needed for war), in the U. S. Office of Education handbook, "What the War Means to Us." A limited number of requests for additional copies of this BULLETIN can be filled.

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trade rivalry. Serving first as a whaling station of the mid-Pacific, the islands became the scene, from about 1860 to the opening years of the 20th century, of a trade war over copra between German and Australian business interests. The Germans finally won a leading position, an advantage they enjoyed until the Japanese occupation in 1914.

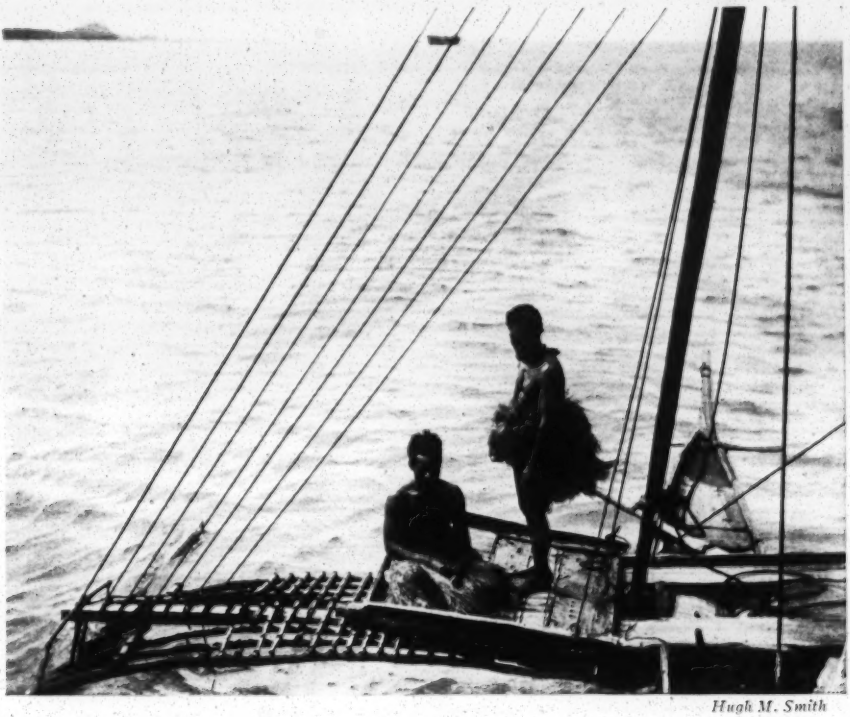
Under Japanese administration, the Marshall Islands, as well as other members of the Mandate, were painstakingly developed in the sole interest of the new motherland. The Nipponese even imported shiploads of rich soil to the barren Marshalls and planted vegetation to improve the soil.

The Marshall Islands have a population of about 10,000, of whom 481 were reported in 1935 to be Japanese. No official statistics or other information have been available about the Japanese Mandate since 1935.

Note: For further information on the Marshall Islands, see "Mysterious Micronesia," in the *National Geographic Magazine*, April, 1936.

The Marshall Islands may be located on the National Geographic Society's new Map of the Theater of War in the Pacific Ocean, which was issued as a supplement to the *Magazine*, February, 1942. A price list of maps may be obtained from the Society's headquarters in Washington, D. C.

Bulletin No. 3, March 2, 1942.



Hugh M. Smith

SUCH SOUTH SEA VIKINGS IN OUTRIGGER CANOES CONQUERED THE PACIFIC

The Marshall Islands, low atolls built by coral growth, remained uninhabited until relatively late in human history. They were peopled by skilled navigators who, in spite of the Stone Age limitations of their tools, built seagoing canoes that would cross the Pacific. This modern example of such craft was photographed on the Jaluit lagoon, complete with a native crew in grass skirts. The narrow canoe itself (right) is stabilized for ocean sailing by the outrigger resting on the water (left). Boards and small poles lashed to the framework extend the boat's carrying capacity. Lacking nails and bolts, the ships of the islanders are fastened together with sturdy twine made of three-ply coconut husk fiber, pushed through holes bored by sharp shells; the sails are plaited pandanus mats. Since 1926, Japanese authorities have forbidden the use of native craft for long ocean voyages.

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Geo-Graphic Brevities

ROCKY FORTRESS OF CORREGIDOR A PHILIPPINE GIBRALTAR

THE powerfully fortified island base of Corregidor has made itself a place in Philippine history as a United States "stopper" in the entrance to Manila Bay and to the surrendered capital city of the Philippines. This island fortress long has been known as the "Gibraltar of the East." It was at one time rated the strongest coast defense position under the American flag.

On the map Corregidor looks like a tadpole swimming through the narrow bottleneck of Manila Bay, on Luzon Island, toward the open waters of the China Sea. It is situated less than three miles away from the Luzon shore on the north, and less than two miles on the south. In normal times no commercial ship could pass it except through specified, well marked channels, under constant observation. Any vessel that attempted to pass at night was immediately picked up by powerful searchlights from Corregidor and required promptly to signal its identity.

Corregidor has an area of about two square miles. Before the outbreak of war in the Pacific, some 8,000 people lived on it (many of them civilian workers, whose children, born there, have never been off the island). At the fall of Manila refugees were transferred there from the city.

Fortified by the Spaniards, Corregidor was used against the U. S. fleet in the famous battle of Manila Bay in May, 1898. Admiral Dewey, however, successfully slipped past this position in the darkness of night.

* * * * *

VALDAI HILLS, THE "GREAT DIVIDE" ON RUSSIA'S VAST PLAIN

THE bitter Russian winter campaign to drive German invaders from the Leningrad-Moscow sector has been carried into the wooded Valdai Hills, the birthplace of Russia's mighty Volga River. These forested highlands rise in the heart of the Smolensk-Leningrad-Moscow triangle. Although not very high, they are an important elevation on the vast plain of western Russia as the loftiest "peaks" in thousands of flat square miles. This is the Russian "great divide" between the White Sea and the Baltic in the north and the Black Sea far to the south.

The hills rise gradually to heights of about a thousand feet. Lakes nestle in the marshy depressions between them. Lake Seliger, the largest, covers about 100 square miles. Two other big Russian rivers—the Dnepr and the Dvina—also have their sources in these highlands.

The entire region usually referred to as the Valdai Hills is about the size of Illinois. Smolensk, key railroad and trading center 262 miles west of Moscow, is the only city in the area.

The people of these hills represent some of the purest stock in Russia. Because of its forests and marshes, the territory did not appeal to invaders. Few Tatars from the east or Finns or Esths from the west appear to have settled there.

Flax is the area's most important product. The fiber used to be sent to Ireland for manufacture into linen, but in recent years it has been processed at Smolensk, Leningrad, and Moscow. Peat is obtained throughout the hills, and coal is mined in some parts. Little lumber has been taken from the forests which cover a quarter of the region.

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more than four billion bricks. The States leading in brick-making are those with large city populations, for the most part—Illinois, New York, Pennsylvania, and California, with equally large production in Texas and North Carolina.

A sample four-room bungalow of brick veneer would call for some 6,600 bricks for the outside walls, 3,200 bricks for the chimney, and 2,000 structural clay tiles for the foundations. For outside and inside walls and basement are needed barrels of cement and truckloads of sand and gravel, a half-ton of lime, and enough plaster to cover 400 square yards of wall. Details for the same house include putty, possibly 20 pounds of it; about 25 feet of flue lining for the chimney; nine 500-foot rolls of building paper; nearly 500 pounds of nails, brads, and staples; and a dozen gallons of paint and varnish, turpentine, and linseed oil.

Some of the materials required for housebuilding are needed also for arming. Copper that would be used for electric wiring, weatherstripping, and screens is needed for the brass of artillery shells, the two miles of copper wire in a bombing plane, the two million pounds of copper in a battleship. The lead for roof gutters or flashings around windows is an ingredient of the tetraethyl lead used for production of high-octane aviation gasoline, as well as of shrapnel. The steel required for columns and joists, for steel rods and mesh reinforcing concrete, or for door frames and window sashes could also be used in jeep cars and tanks. Less metal, therefore, is being used in housing, and the demand for wood, glass, brick, and plastics is correspondingly higher.

Bulletin No. 4, March 2, 1942.

Brubaker Aërial Surveys

SAWMILLS OF THE NORTHWEST ENLIST THE MOST "SAWDUST SOLDIERS"

Oregon and Washington swap first place from year to year as the nation's leading producer of lumber, drawing upon one of the earth's chief stands of "big timber." Around the shores of Puget Sound almost every city has a lumber mill (above), where huge logs chained in booms float into the enclosure (foreground) to await processing. Oregon and Washington together in a recent year produced nine billion board feet of timber.

SÈTE, LAGOON-SITE SEAPORT OF SOUTHERN FRANCE

THE U. S. State Department query to Vichy about shipment of supplies to Axis forces in Africa has drawn attention to ports of southern France. While Marseille, France's second city in size and importance, is well known, the next-ranking port of the southern coast is less familiar—Sète (Cette). Reports from London have contended that Sète was being designated for Axis use.

Sète, lying nearly 100 miles west of Marsejlle, in normal times did an extensive export trade with South America, Spain, and France's African colonies. Shipping and fishing were so important that two special courts were established—the tribunal of maritime commerce and the council of arbitration in fishing affairs.

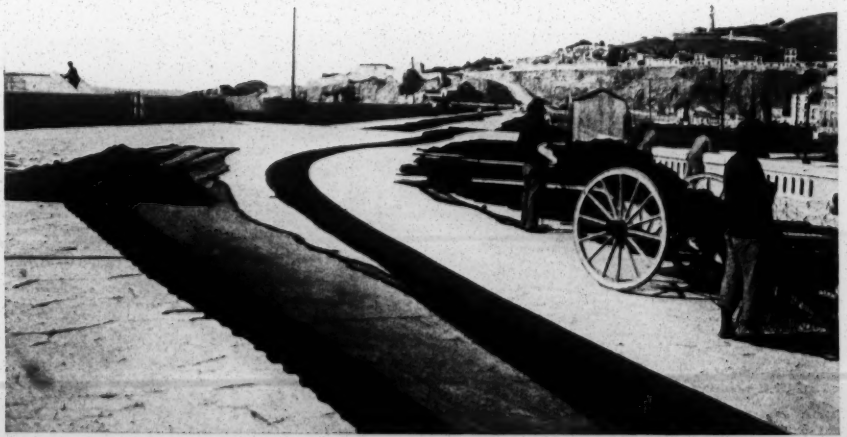
The older part of Sète is spread around Mont St. Clair, an isolated hill which rises on a tongue of land between the Mediterranean and the salty lagoon of Thau. On the outskirts of the city, the shore along this tongue is dotted with great snowy piles of salt which look like the tents of a peacetime army encampment.

Sète first became important when its port was built in 1666. Its shipping boomed on completion, a few years later, of the Canal du Midi to Toulouse. The picturesque canal still serves France after two and a half centuries.

The Canal Maritime also runs through Sète, connecting the port with the Rhone River and thus with Lyon. A short lateral waterway hooks up the two canals in the middle of Sète, breaking the city into Venice-like islands. The harbor, protected by a huge breakwater and a mole, covers more than 100 acres. In the 1914-18 World War the port served Switzerland. The inland nation, with no coast of its own, even bought 28 vessels to use at Sète.

Many of Sète's 35,000 residents are fishermen (illustration, below), and it is a gala time when the fishing fleet returns to port. In an amazingly short while the blue-jeaned, felt-slippered sailors have unloaded their catch, and their wives have spread out the fish in the quayside market place.

Bulletin No. 5, March 2, 1942.



Melville Chater

HANDCARTS SAVE STEPS FOR FISHERMEN FOLDING THEIR LONG NETS AT SÈTE

In small sailing ships the fishermen of Sète go out daily on the Mediterranean and bring in their catch of cod, tunny, or sardines. They unload the fish in large hampers and much of the catch is sent directly to the local market to be sold by their wives. Then the long shallow nets, usually 100 yards in length, are spread out along the quay, making a pattern of dark stripes. When dry they are gathered up into handcarts (right) by the barefooted fishermen. Sète's Mont St. Clair rises in the background.

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